

# THE WHEATLAND ROUNDUP

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## SLOWING DOWN FOR REMEMBRANCE DAY

Here at the Wheatland Express, we like to take the month of November to slow down. As the leaves fall, the snow comes and we near Remembrance Day, it is the perfect time to reflect on pride, sacrifice and heroism.

We all take part in remembering times past. Whether it's remembering past year's November 11th ceremonies that we took part in or attended, laying a wreath to remember the fallen soldiers or joined in a hymn.

Remembrance Day is the perfect opportunity for Canadians to come together as a community, especially since it seems we are all so divided recently. We will end this month's Roundup story with the famous poem written by John McCrae, "In Flanders Fields".

In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.

We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved, and were loved, and now we lie

In Flanders fields.

Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.

If ye break faith with us who die  
We shall not sleep, though poppies grow

In Flanders fields.

Written by John McCrae



# NOBLE NOTATION

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## BORING

Written by Bill Noble

In the 19th century, as railways grew and expanded from Europe to North America and the world, they kept encountering an old problem. Trains can't climb hills. Or rather, there are limits to what they can climb - gentle and gradual. Although railway builders found innovative routes around hilly obstacles, eventually they had to go through - they had to dig tunnels. Nowadays, we take tunnels for granted; they are everywhere. Roads, sewers, shopping malls - there are tunnels all around us. And it was the ever-expanding railway networks that lead the way and taught the world how to tunnel.

At first, men dug tunnels (and cuttings, which are basically tunnels with no tops) the way they had always dug holes in the ground, by hand. Gangs of labourers - navvies - working with picks, shovels and wheelbarrows, created the early railway earthworks. Two types of tunnels evolved - bored tunnels and cut-and-cover tunnels. Both tunneling methods remain in use today. Bored tunnels are created by burrowing through an obstacle from the side. Cut-and-cover tunnels are suited to urban or built-up areas and are quite often built under existing streets or roads. The road surface is ripped up and a trough is excavated. Then the rails, pipes or whatever are installed, the trough covered over, and the road surface replaced. In this way, damage or destruction to existing buildings and



structures is minimized. Usually, as they are constructed, tunnels must be lined to prevent collapse. Various materials - wood, bricks, concrete and metal plates - are used.

The rail networks expanded, tunnels became longer, and obstacles became harder. Hard rock. Railways everywhere were building lines through mountain ranges and, while navvies with shovels were still important, different tools were needed to bore into and remove solid rock. Rock was removed by fracturing it with explosives. At first black powder was used but this old-fashioned explosive was replaced by Alfred Nobel's much more powerful but extremely sensitive and dangerous nitro-glycerine. Gradually, "nitro" was tamed, and safer variants were developed but many workers were killed in accidents caused by blunders or simple bad luck. To do its job, the explosives had to be inserted into holes bored into the rock. For many years, holes were bored by two-man teams using a "star drill" and a sledgehammer. One man, the "shaker", held the drill, a steel rod like a long crowbar, against the rock surface while the other man - "a steel drivin' man" - drove it ever deeper. At every blow, the drill was given an eighth of a turn and shaken about so that its tip, a protrusion

shaken about so that its tip, a protrusion not unlike a short blunt screwdriver could bite into fresh material and clear rock chips. The work was extremely dangerous. There was no protective equipment. Not even gloves. Working men were proud of their hard muscles and hard, calloused hands. Hand and eye injuries were common.

One steel drivin' man, John Henry, has gone down in history and legend. Henry, a young African American, was an inmate at the Virginia Penitentiary and was hired out by the prison to a contractor working on the Chesapeake and Ohio Railroad, boring tunnels through the Appalachian Mountains. At one work site, probably the Big Bend Tunnel near Talcott, West Virginia, the contractor introduced a steam powered rock drill some time in 1871. John Henry and his nine-pound hammer challenged the machine. After working through one day and into the next, Henry emerged victorious, only to die from his exertions. John Henry's exploit has become legend - books, films and an incredible number of ballads and folk songs tell the story.

While some tunnellers were blasting through solid rock, others were digging through clay and mud. The men digging the tunnels for the London Underground and subway tunnels under New York's Hudson River had to overcome different challenges - tunnels in this soft material were in danger of collapse and those under rivers had to be pressurized to prevent flooding. In 1818, a British engineer Marc Brunel, invented the first

tunnelling shield, a rectangular metal box about ten feet across that was shoved forward into the excavation while the debris was shoveled out and hauled away; advancing a foot or two a day. As the shield advanced, liners of timber, brick, cast iron and later concrete kept the tunnel from collapse. A new type of worker emerged. "Clay kickers" worked on their backs in the mud with short-handled spades equipped with foot pegs that they drove forward with their feet. Hard, dirty, dangerous manual labour. Through the next hundred years, tunnel shields developed, becoming circular and incorporating powered cutter wheels. But they were only successful for boring through soft material. Tunnels through hard rock still had to be excavated by drilling small holes for explosives and blasting. It wasn't until the 1950's that a successful Tunnel Boring Machine capable of boring through hard rock was developed. Today's TBMs combine a rotating cutter head at the front with a circular shield to support the bore and protect workers and equipment while a permanent liner is constructed. The largest TBMs can bore tunnels up to 18 meters in diameter and progress almost 350 meters a month. Dig faster! Entrepreneurs, including Elon Musk see the future of mass transit underground to avoid the congestion above. Work is underway to develop TBMs capable of digging several times faster than currently possible. Stayed tuned!

I recently had the good fortune to travel to the Lake Como region in northern Italy, close to the border with



Switzerland. Lake Como is long and narrow, nestling between two mountain ranges. The mountains descend almost straight down to the water. There is an existing network of narrow, twisting roads serving the hundreds of houses, large and small, that line the lake.

Recently, high speed four-lane freeways were built along the lake - inside the mountains. Twin tunnels wind through

the rock and except for bridges here and there, are hidden. Each 18-meter tunnel carries two highway lanes - north and south bound. Traffic speeds along at 100 kilometers per hour on super smooth gently curving highways. On our journey up into Switzerland to ride a mountain railway, our tour bus passed through over 35 kilometers of tunnels. Quite an eye opener for this prairie boy!



## EMPLOYEE PROFILE

**Name:** Kiyoshi Ewart

**Born:** Saskatoon, SK

**Currently Reside:** Saskatoon, SK

**Work History:** Before working at the farm, Kiyoshi worked at the track for 10 years, worked at an animal grooming salon and was an assistant manager at a pawn shop

**Favourite Movie:** Secretariat

**Favourite Sport:** Horse Racing

**Favourite Wheatland Railcar:** Diner Car

**Did you know:** Kiyoshi has been riding and working with horses for 13 years!







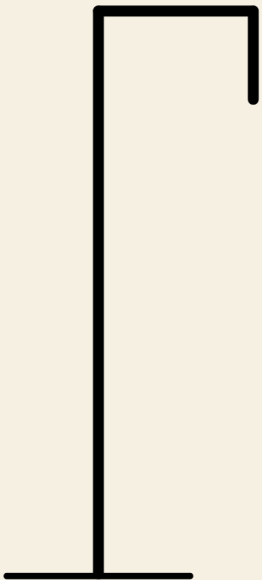
# SPIKES SAFETY SCOOP

Hey everyone! It's Spike the safety dog here, and I can't wait to tell you all my train safety tips today! Did you know that trains can't stop quickly? It can take them up to 2 miles to stop, which is equal to 18 football field lengths! The train you see is closer and faster than you think! That is why it is important to remember to never stop on train tracks. Remember, a train could come at any time and from any direction. Instead, whenever you are crossing tracks, always use the designated railway crossings and walk quickly across the tracks after you have STOPPED, LOOKED, and LISTENED. All this teaching has got me hungry for some treats! I'm going to go see if the train conductor brought some biscuits with him today! See you guys' next time!



-Spike the safety dog

Help Spike complete  
the word



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A B C D E F G H I J K L M  
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# OPERATIONS UPDATE

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## Wheatland Express Safety Train

We finally finished handing out all of our activity books at the beginning of October and we have already received a handful of contest entries! Don't forget, you can visit our website; [canadiansafetytrain.ca](http://canadiansafetytrain.ca) to get your own activity book in either French or English along with our contests! Also, follow our socials to learn more about railway safety! See Tracks? Think Train!



## Wheatland Charities Inc.

We are both sad and happy to announce that Tom and Jerry have officially retired. They both served us well and have a great home to live out their final years. They were a great hit on train days and did their best every time out. We will miss them, but we again did what is best for the horse. We want to thank them so much for their efforts and time.



## Weatland Express Excursion Train

Wheatland Express is counting down the days to start our Magical Christmas Season Excursions. All our tours are sold out and our valued guests will enjoy the festivities onboard the train and take in the beautiful Christmas decor. We have one car dedicated to just Santa for families to take pictures for lasting memories. Friday, December 2nd will kick us off with an evening with Donny Parenteau. Our valued customers will be serenaded by our local and very talented independent singer-songwriter and multi-instrumentalist while enjoying charcuterie boxes made locally by The Cure. Wheatland Express can't wait to see to enjoy our Magical Christmas excursions alongside our valued customers. ALL ABOARD!



## Wheatland Express Learning Centre

The baggage car was a hit at Halloween! We added some moving monsters and also had the photo booth in there as well! This year for Christmas tours we started decorating early. The girls have been busy making the baggage car a "Santa" car. There will be pictures with Santa along with a hot chocolate bar. We can't wait for everyone to see the baggage car transformed into a winter wonderland!

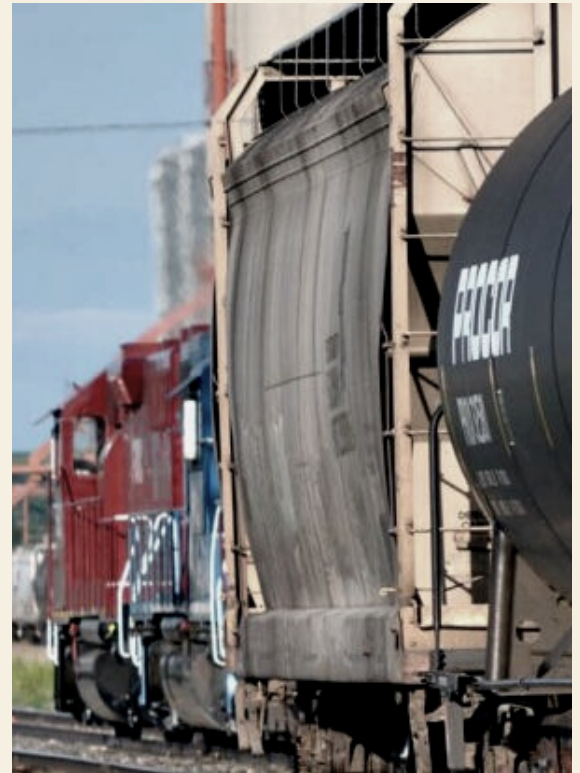






## Great Sandhills Railway

The baggage car went into service for the Halloween train. In December it will serve as Santa's workshop and in the new year it will be the home of our first 4 recipients of our rail roader of the year. It will also be the home of the Alibi lounge and a couple interactive displays. The class ones are having some service issues that has resulted in customers putting more cars into service. This has greatly reduced our storage cars and will continue to do so into 2023.



## Western Canadian Railway Hall of Fame

Railway Employees have been an integral part of the building of Canada. The dedication that many displayed over the last 100 plus years has helped make Canada what it is today. We want to recognize those that committed their time and effort to the railway industry. You can nominate your mom, dad, grandmother, grandfather or even your mother-in-law. Entry forms will be available to briefly describe the nominees service and special notations of community service or Railway firsts.

The winners will be awarded annually with their plaque honoring their selection being on display in the newly refurbished railway learning and history centre car. The nominee or the nominees designate along with the person nominating will be awarded two tickets to a supper show and ride on the Wheatland Express!

### Four Categories-

**Operations:** Train Crews, Dispatchers, Train Masters, Yardmasters, Superintendents

**Maintenance:** Track Maintenance, Car Repair Maintenance, Signal Maintenance

**Builder:** A person involved in non operating activities

**Historical:** A person that participated in any railway activity that no longer exists.

**Entry Deadline:** December 31, 2022

**Open to all Railway employees past and present**

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# STRAIGHT FROM THE HORSES MOUTH

## HOW TIMBIT SEE'S IT

Neigh there. I'm Timbit, a reporter for the Wheatland Round-Up. My job is to keep the folks of Little Big Town updated to the goings-on on all things four-legged. Now that the racing season is coming to an end, we have had a few new arrivals off the track that are staying for the winter! Let's go meet one of them now!

Hi, I'm Timbit! What's your name?

"Hey, Timbit! My name is Tucker Time, but you can just call me Tucker! It sure is snowy out there!"

It sure is! I think winter is officially here to stay! This will be your first full winter with us here at the farm. What's it like getting to be outside all day instead of in a stall?

"Although I do love my relaxing stall time, getting to run around in the snow is pretty fun! Plus, it helps keep me in shape so I'm ready to get back to work after my winter break!"

You've been racing for quite some time. Tell us a little about that!

"Yes, I am 5 years old and started racing in 2019. I was born April 21st in Alberta. I won my first ever maiden race when I was two years old! Since then, I have ran in 21 races and won quite a few of them! Most of my races have been in Manitoba but I have ran in a few races right here in Saskatoon! My mom's name is Hearts Of Gold. She had a pretty successful racing career and is now retired from racing and making the next generation of racehorses. I have a few brothers and sisters at the farm right now that I can't wait to see!"

That's very cool, Tucker! I'm sure you'll have a very busy and rewarding season starting in spring!

"I sure hope so! It takes a lot of training and practicing. It also takes a big team of people who look after me and make sure my body is in tip-top shape before and after every race! Just like any human sport, horse racing requires horses and jockeys to be in good condition and well taken care of or else it can be dangerous for the horses and humans! Luckily, all my racehorse friends and I have great people who do an awesome job at caring for us and keeping us safe which makes our racing jobs fun and easy!"

"That is a very good point, Tucker! We are all very lucky to have a bunch of people who care for us here and at the track! Speaking of which, I can see the girls are starting to feed out lunch time hay! I can't be late or else the goat will eat all my food! It was nice getting to talk to you today. I always love learning about horseracing, it is such an exciting sport! I'll see you around the farm this winter. Stay warm!"



Did you know that the Wheatland Express locomotives each have 2000 horsepower?!



# 2022 WHEATLAND EXPRESS SCHEDULE

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## DECEMBER

02 - Christmas party With Donny  
Parenteau

03- Christmas Express

10- Christmas Express 10:30AM & 3PM

11- Christmas Express

17 - Christmas Express

SEE YOU ALL NEXT SEASON!



STAY TUNED FOR ADDED DATES,  
TOURS AND TRAVEL OFFERS!



[www.wheatlandexpresstrain.ca](http://www.wheatlandexpresstrain.ca)

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